

Amendments to the Specification:

Please amend the specification as follows:

On page 2, please replace the paragraph that starts on line 11 with the word "The" and ends on line 20 with the word "thereon" with the following amended paragraph:

The conventional marking materials of peeling type are relatively low in adhesive force and must be subjected to a primer treatment for enhancing the adhesive force depending on the state of the pavement surface. However, in case the primer treatment is carried out, a large force is needed for peeling the tape, and the removal operation tends to become difficult. On the other hand, there is known a means to coat a material body such as metal, glass or plastic with a paint and then foam or expand the primer of the paint to make easy the ~~peeling~~ peeling of the paint. However, there is no report that this means has been practically applied for temporary marking materials. Moreover, the above means much labor and high cost since the expansible layer should be formed by coating firstly the primer and then the facing paint thereon.

On page 3, please replace the paragraph that starts on line 16 with the word "According" and ends on page 4, line 1 with the word "thereof" with the following amended paragraph:

According to the present invention, there is also provided a pavement marker comprising a temporary marking material which comprises a thermally-expansible layer containing a binder, a pigment and thermally-expansible microballs, wherein the pavement marker is disposed, for use, on a pavement as a surface of the structure by virtue of the binder contained in the thermally-expansible layer. The present pavement maker may contain the thermally-expansible microballs being expandable at a predetermined temperature or higher in such an extent that the thermally-expansible layer becomes peelable due to the expansion thereof caused by expansion of the heated thermally-expansible microballs. The pavement ~~maker~~ marker should adhere to the surface of the structure at a temperature of working atmosphere and become peelable from the surface of the structure due to the expansion of the thermally-expansible layer at said predetermined temperature or higher. Anyhow, the present temporary marking material

mentioned above can be used for the present pavement marker, inclusive of any one of the preferable embodiments thereof.

On page 6, please replace the paragraph that starts on line 9 with the word "The" and ends on line 16 with the word "used" with the following amended paragraph:

The expression "temperature of working atmosphere" in this specification means an average temperature (atmospheric temperature) during temporary arrangement of the marking material on the structure. The environmental temperature of the surface of the pavement on which the marking material of the present invention is mainly used varies depending on seasons and extends over a wide range of about -20°C (-4°F) to about 40°C (104°F). Therefore, it is preferred to select thermally-expansible microballs having a thermal expansion coefficient suitable for the environmental temperature at which the marking material is used.

On page 7, please replace the paragraph that starts on line 10 with the word "The" and ends on line 18 with the word "used" with the following amended paragraph:

The heating temperature at peeling of the marker, that is, the predetermined temperature, is usually not lower than 80°C (176°F), suitably not lower than 100°C (212°F), especially suitably $100-150^{\circ}\text{C}$ ($212-302^{\circ}\text{F}$). If the heating temperature is too low, the peeling operation requires a long time, and this would cancel out the simplicity of the operation. If it is too high, gas is sometimes generated. Therefore, for safety's sake, it is preferred to use heat sources such as infrared heaters and far infrared heaters rather than fire such as gas burner. From these viewpoints, the temporary marking material preferably becomes easily peelable after it is heated at a temperature of usually $80-200^{\circ}\text{C}$ ($176-392^{\circ}\text{F}$), preferably $100-150^{\circ}\text{C}$ ($212-302^{\circ}\text{F}$) for 1 second to 10 minutes.

On page 10, please replace the paragraph that starts on line 10 with the word “The” and ends on line 17 with the word “layer” with the following amended paragraph:

The following coloring paint was coated directly on the surface of asphalted road, and glass beads were scattered thereon, followed by drying to form a thermally-expansible layer and a bead layer. Thus, a pavement marker comprising a temporary marking material was obtained. The coating of the coloring paint was carried out using a coating roller to form a marking material in the form of a white line of 20 cm (7.9 in) in width and 50 cm (20 in) in length. The glass beads (trademark: GK-19 manufactured by Japan Electric Glass Co., Ltd.) were scattered before drying of the coated paint, followed by air drying for about 10 minutes to form a film, thereby providing a bead layer on the thermally-expansible layer.

On page 11, please replace the paragraph that starts on line 2 with the word “A” and ends on line 5 with the word “line” with the following amended paragraph:

A pavement marker was obtained in the same manner as in the above Example using the following melting type paint. This paint was a melting type pavement marking material. This paint was molten at 200 °C (392 °F) and coated on the surface of pavement, followed by solidification by cooling to form a white line.

On page 11, please replace the paragraph that starts on line 13 with the word “When” and ends on line 22 with the word “required” with the following amended paragraph:

When the pavement marker of this Comparative Example was heated at 200-300 °C (392-572 °F) for 5 minutes by a burner after a lapse of 1 month from the formation of the marker, only the surface resin layer was carbonized and changed to black in its color, but the resin layer under the carbonized resin layer remained white in its color. When after a lapse of 1 week, one drove a car on the pavement on which the marking material was formed and observed the surface of the pavement, the driver saw the original white line exposed by the removal of the carbonized resin layer. Therefore, it was attempted to remove the original white line, that is, the pavement marker

of this Comparative Example so as to make it invisible for the driver, but it could be removed only by using a cutting machine and much labor and time were required.